

FINAL MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

September 10, 2015

Maricopa Association of Governments; Ironwood Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

*ADOT: Jaclyn Meli	*Paradise Valley: Jeremy Knapp
Avondale: Kristen Sexton, Vice Chair	Peoria: Stuart Kent
#Buckeye: Andrea Marquez	Phoenix: Maria Hyatt, Chair
Chandler: Jason Crampton for RJ Zeder	Queen Creek: Mohamed Youssef
El Mirage: Jose Macias	Scottsdale: Gregory P. Davies for Madeline Clemann
#Gilbert: Kristin Myers	Surprise: Martín Lucero
Glendale: Kevin Link for Debbie Albert	#Tempe: Robert Yabes
Goodyear: Cato Esquivel	*Tolleson: Jason Earp
#Maricopa: David Maestas	Valley Metro: Wulf Grote
*Maricopa County DOT: Denise Lacey	*Youngtown: Grant Anderson
Mesa: Jodi Sorrell	

* Members neither present nor represented by proxy.

Participated (or attended) by teleconference
+ Participated (or attended) by videoconference

OTHERS PRESENT

Marc Pearsall, MAG	Jeff Martin, Chandler/Mesa
Teri Kennedy, MAG	Martina Longoria, Glendale
Alice Chen, MAG	Stephanie Child, Phoenix
DeDe Gaisthea, MAG	Ken Kessler, Phoenix
Margaret Boone, MAG	Wendy Miller, Phoenix
	Vivian Ybanez, Phoenix
	Jorge Luna, Valley Metro
	Jen Pyne, AECOM
	Mike Sabatini, Baker
	Randy Overmyer, CK Group
	Dan Marum, Wilson & Company

1. Call to Order

The meeting was called to order at 10:05 a.m. by Vice Chair Kristen Sexton. She welcomed everyone in attendance and announced that a quorum was present. She noted that four members were joining the meeting by teleconference: Andrea Marquez of Buckeye, Kristin Myers of Gilbert, Robert Yabes of Tempe and David Maestas of Maricopa. She asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft August 13, 2015 Meeting Minutes

Vice Chair Sexton inquired if there were any comments or corrections to the Draft August 13, 2015 Minutes. Hearing no further comments, she called for a motion on the Draft August 13, 2015 Minutes. Jodi Sorrell of Mesa moved to approve the motion, Jason Crampton of Chandler seconded, and the motion passed unanimously. Vice Chair Sexton then proceeded to the next item on the agenda.

3. Call to the Audience

Vice Chair Sexton stated that she had not received any request to speak cards from the audience and moved onto the next item on the agenda.

4. Transit Program Manager's Report

Vice Chair Sexton invited Marc Pearsall of MAG to brief the Committee with the Transit Planning Report. Mr. Pearsall said that he had several items to report on with recent transit planning activities and upcoming agenda items for other MAG committees. He gave an update on the current status of federal funding. He noted that there was no movement on the proposed DRIVE ACT. In late July, Congress passed a 3-month, short-term funding authority for transportation which would expire on October 31st. Both the House and Senate have differing philosophies on the content of a proposed new transportation funding bill. The \$275 Billion DRIVE ACT would be the first 6-year Transportation Authorization Bill for highways and transit in over a decade. Many in Congress have expressed hope in passing a version prior to the holidays that would fund 3 of the 6 years, with a future Congress figuring out how to fulfill the funding gap for 2019-2021. If another continuing short-term funding bill is passed through 2015 or 2016, then it is assumed that the new President and Congress would not tackle the DRIVE ACT until spring 2017.

He explained that ADOT issued their recommendation in a newly released environmental-impact for the Passenger Rail study. Officials had scheduled three public hearings for September for statewide residents to hear directly from transportation planners and to submit comments. What was left to be determined was how would the multibillion-dollar rail line be funded, when would it be built and what type of train technology would it use. The recommended rail route, which had been designated the Yellow Alignment, would be the shortest and cheapest.

The corridor would extend from downtown Phoenix through Tempe and Queen Creek, head south near State Route 87 to Eloy, then southeast along Interstate 10 to Tucson. The alignment would be built entirely along Union Pacific's right-of-way corridors, but would require new track. He noted that beyond the initial Tier 1 Analysis to be wrapped up in Spring 2016, a Tier 2 analysis would require additional funds as of yet to be identified.

Mr. Pearsall also noted an upcoming training opportunity: a working group for FHWA Federal Fund Project Applications was scheduled for September 14th, at 9am. Those interested may see Teri Kennedy. He also advised that the CMAQ Call for Projects for 2018-19-20 Bike-Ped, ITS, paving of unpaved dirt roads and transportation alternatives and sweepers (1 year only) was released on August 10th. The applications were to be due on September 21 at 10:00am sharp. He concluded by welcoming back members Gregory Davies of Scottsdale as well as Denise Lacey of MCDOT who would be attending in the future.

Vice Chair Sexton thanked Mr. Pearsall and asked if there were further questions or comments regarding the agenda item. Kristin Myers asked if the funding for an ADOT Tier2 analysis and continuation of the rail study work included the MAG Region only, or the entire corridor to Tucson. Mr. Pearsall replied that the estimate included the entire 120 mile corridor from the MAG Region to Tucson and Tucson International. Hearing no further comments, Vice Chair Sexton proceeded to the next item on the agenda.

5. Multimodal Level of Service Study Update

Chair Maria Hyatt thanked Vice Chair Sexton for managing the meeting in her brief absence, and invited Alice Chen of MAG and Mr. Dan Marum of Wilson & Company to present the MMLOS item. Ms. Chen began by explaining that neighborhoods that are walkable and bikeable have been shown to benefit from increased property values, decreased injury crashes, and higher retail sales. She asked 'What is MMLOS?' and showcased the definition, benefits and challenges of multimodal corridors, the identification of multimodal focus pilot sites, identifying regional network of multimodal corridors, selecting study corridors to analyze, and the upcoming regional workshop that would assist regional partners. Ms. Chen also thanked David Massey of MAG with his assistance and input in this process.

The Multimodal Level of Service Study (MMLOS) measured how street design and operations met the needs of all modes of travel by presenting a segment-based A to F score (auto, transit, bicycle, and pedestrian). It also measured how street design and operations met the needs of all modes of travel. She added that the study deliverables would include an active propensity model to help guide decision-makers with infrastructure investments, an analysis of the MMLOS tool on pilot sites in the MAG region, and two workshops to train member agency staff on the concepts and tools being developed. She said the first workshop (MAG MMLOS Project Moving Forward, Workshop 1 – Finalize Pilot Study Corridors & Present Potential Multimodal Focus Network inputs) would be held on October 13 from 8:30 a.m. to 12:30 p.m. at the MAG offices and all member agency staff were invited to participate.

Mr. Marum continued by noting the benefits of multimodal corridors by citing an example in a peer region. Following bike/ped improvements along Valencia Street in San Francisco, 40% of merchants reported increased sales, 60% reported more area residents shopping locally, 2/3 said increased bicycling and walking levels improved business.

Additional benefits in a community such as Lancaster, CA made a \$10.6 million investment in a pedestrian-only plaza, wider sidewalks, landscaping and traffic calming features as part of a downtown revitalization effort. The project spurred \$125 million in private investment, 26% increase in sales tax revenue, and 800 new jobs. Homes located in areas with above-average levels of walkability or bike-ability were worth up to \$34,000 more than similar houses in areas with average levels.

He explained further details about the MMLOS study, specifically the identification of multimodal focus pilot sites, a flowchart of high active transportation propensity; high quality existing/planned multimodal network features (canals & LRT alignments); multimodal corridors from currently adopted local planning documents, a regional workshop; member agency input; connections from planned multimodal corridors to identified points of interest; and pilot MMLOS analysis sites.

Mr. Marum provided a final overview of the active transportation propensity model, as well as identifying the pilot MMLOS analysis sites. Ms. Chen also reminded the committee of another MAG MMLOS Project Moving Forward, Workshop 2 – finalize multimodal focus network & introduction to MMLOS analysis, which would be planned for the future after the first Workshop on October 13th.

Chair Hyatt thanked Ms. Chen and Mr. Marum asked if there were any questions or comments from the members regarding the agenda item. Mr. Davies inquired as to how many pilot projects there were throughout the Valley. Ms. Chen replied that there were nine, with Scottsdale on this list. Mr. Lucero also commented that Surprise was committed to advocating for transit improvements and added that communities such as Peoria were leading the way in the West Valley with the introduction of bike lanes. He also noted that it was important to see pilot programs within the West Valley such as pathways, trails and bike lanes, and Ms. Chen concurred.

Mr. Lucero advised that the criteria was currently, heavily weighted towards corollary transit boardings, but considering that transit was at present limited in the West Valley, would it not be more accurate methodology for the community to measure and weight its own most valuable and heavily utilized corridors. Ms. Chen replied that urban improvements, trails, paths and corridors are measured in a different model and stated that Mr. Lucero's observations were indeed valid. Mr. Marum, Mr. Yabes and Chair Hyatt had brief final commentary on the methodology.

Chair Hyatt again thanked Ms. Chen, Mr. Marum and the Committee members and asked if there were any further questions or comments on the agenda item. Hearing no further questions, she proceeded to the next item on the agenda.

6. Federal Transit Administration Section 5304 Transit Planning Funding for FY2016 Call For Projects by the Arizona Department of Transportation

Chair Hyatt invited Marc Pearsall and Teri Kennedy of MAG to present on the item. Mr. Pearsall explained that ADOT would issue a Notice Of Funding Availability (NOFA) for Small Urban and Rural Transit Planning Projects (FTA Section 5304 Transit Planning) in September. The applications would be directed through the COGs and MPOs. He noted that MAG had shared (attachment 2A) with the Committee a list of projects that were compiled from possible wish-list candidates, as culled from previous MAG and Valley Metro studies and routes. He added that the item was presented to seek input and advisement from the Committee members on which three projects could be furthered to ADOT, and eventually submitted by MAG on behalf of regional partners.

Ms. Kennedy added that additional, peripheral rural projects may be included for possible inclusion, but that MAG's partner agencies such as Sun Corridor MPO and CAG would be submitting a variety projects of their own. MAG would also participate in those studies as a project advisory committee member, should they be awarded. She reminded the members that approximately \$1 million was available statewide, so the requests would be conservative in nature. MAG Staff would be submitting the three projects to ADOT on behalf of the member agencies, using the 45-day application process as provided by ADOT.

Chair Hyatt thanked Mr. Pearsall and Ms. Kennedy and asked if there were any questions or comments from the members regarding the agenda item. Brief comments were made regarding the MAG Coordination with Sun Corridor MPO, Coolidge, CAG, Cobre Valley and San Carlos. Mr. Maestas advocated for and appreciated the inclusion of the Maricopa - SR-347 transit corridor study, Mr. Martin Lucero advocated for renewed analysis on the former service between Surprise and Wickenburg and Mr. Youssef noted the importance of increased transit connectivity between Queen Creek and the San Tan Valley. Mr. Pearsall advised that a final version of the complete, ranked 5304 listing would be provided to the Committee for review prior to submittal to ADOT. Chair Hyatt asked if there were any further questions or comments on the agenda item. Hearing no further questions, she proceeded to the next item on the agenda.

7. Amendment and Administrative Modification to the FY 2015-2018 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan to add the FFY 2015 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Project Listings for the Phoenix-Mesa Urbanized Area.

Chair Hyatt invited DeDe Gaisthea of MAG to present on the item. Ms. Gaisthea noted that the agenda item was a followup from a previous presentation and added that the item was from information and discussion only. She recalled previous committee actions: On August 26, 2015, the MAG Regional Council approved future amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan which includes the FFY 2015 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program of Projects for the Phoenix-Mesa Urbanized Area.

She added that prior to that on June 24, 2015, the MAG Regional Council approved the priority listing of applicants for the FY 2015 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix/Mesa UZA. She said that to be eligible for FTA Section 5310 funding, Metropolitan Planning Organizations (MPOs) must ensure that all program activities are included in a Transportation Improvement Program (TIP) for activities in urbanized areas (UZA). The FTA full year of funding apportionments was unknown at the time of MAG Regional Council approval.

Ms. Gaisthea continued and said that on August 27, 2015, final FTA full year funding apportionments were announced at \$2,903,692, a slight decrease from the previous year. The FFY 2015 Section 5310 Program Of Projects (POP) for the Phoenix-Mesa UZA included five mobility management projects, 39 vans and two equipment requests, and 13 New Freedom eligible projects. Upon review of final accounting reconciliation, two revisions have been made to the Section 5310 POP. An accounting error was made on the City of Glendale Taxi Voucher project, the federal request should be programmed at \$62,500, an increase of \$31,250. The Valley Metro Northwest Valley Dial-A-Ride project programmed amount of \$229,432 was modified to reflect the increase in the programmed amount for the City of Glendale and the decrease in the final FTA funding apportionment for the region. The Amendment and Administrative Modification to the FY 2015 MAG Transportation Improvement Program, and to the 2035 Regional Transportation Plan to add the FFY 2015 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Project Listings for the Phoenix-Mesa Urbanized Area is offered for information.

She summarized by noting that both agencies were notified of the revisions; POP provided in the packet reflected final FTA apportionment for the Phx/Mesa UZA. And the ADOT awards for the region, rural; The region had met the federal requirement of awarding no less than 55% to traditional capital request with the remainder programed for eligible New Freedom projects and 8% to administration. She concluded by thanking the Phoenix transit department for their continued assistance throughout this process.

Chair Hyatt thanked Ms. Gaisthea and asked if there were any questions or comments from the members regarding the agenda item. Hearing no further questions, she proceeded to the next item on the agenda.

8. Southeast Valley Transit System Study

Chair Hyatt invited Marc Pearsall of MAG to present on the item. He advised that the Southeast Valley Transit System Study (SEVTSS) was a joint study effort between the Maricopa Association of Governments (MAG) and Valley Metro (co-managed by Jorge Luna), and was launched in January 2014. The purpose was to analyze transit services and ridership demand in transit-established and transit-aspiring communities within a multi-jurisdictional subarea of the MAG region. The study was the third in a series of sub-regional transit studies undertaken in the region and its result was a tool to help in future system planning. He added that the item was for information, discussion and possible action for acceptance of the Southeast Valley Transit System Study findings and conceptual recommendations.

He explained to the committee that the study area encompassed the cities of Tempe, Mesa, Chandler, Apache Junction, and the towns of Guadalupe, Gilbert and Queen Creek. The study area also included portions of the City of Phoenix (Village of Ahwatukee) and unincorporated Maricopa County. In addition, the study also included members of the expanded MAG boundary, which were Pinal County, the City of Maricopa, the Town of Florence and the Pinal County portion of the Gila River Indian Community. He also noted that the study also included input from the City of Coolidge, a transit partner that operates within the study area thanks to the efforts of GM Jill Dusenberry.

He then mentioned the study's overall purposes and presented an overview of benefits of transit, identified concepts for optimizing existing transit services and improved efficiencies to align investment with demand. He added that the goals were to develop recommended concepts for addressing mid-term (within 10 years) and long-term (beyond 10 years) transit needs. Another goal was also to address unmet needs, respond to growth and changing conditions, and develop a performance-based transit system.

Mr. Pearsall explained that the public input/involvement phase was vast, yet both kicking off and wrapping up at the Queen Creek Ice Cream Socials in June of 2014 and 2015. An online survey was conducted in summer 2014, and numerous community events were solicited for input by the public. Thousands of responses were received help to shape overall recommendations.

He then gave an overview of the study area & existing transit network that stretched from Tempe to Apache Junction, San Tan Valley, Florence to Maricopa and the Gila River Indian Community. The study tasks and scope of work included a Transit Optimization Analysis, which looked at existing service and efficiencies that could be remedied. The initial approach was completely data-driven, final concepts were fine-tuned through PAC discussions. Other attributes included strengthening the network, maximizing benefits of a grid network, improve frequency where warranted, use bus service to leverage rail investment, optimize use of resources, streamline alignments to avoid deviations, reduce route duplication and match service investment to demand.

Mr. Pearsall then explained the Needs Assessment; which focuses on an area that has or is projected to have a set of conditions that may be supportive for effective and productive transit. The conditions were based on: population density, employment density, auto ownership/poverty/age, travel patterns and recommendations from the Needs Assessment focused in the Mid- and Long-Term. He also explained the transit continuum & influencers, which showed the steps from pedestrian to high speed rail and all the modes in between. He then noted connectivity & accessibility, land use, neighborhood design, quality of service, gas prices, cultural shifts, density, availability of travel choices, rider market, TDM strategies, destinations, federal regulations, frequency and service speed.

He displayed the contrasting population + employment (2010 and 2030) maps, then noted some of the needs assessment observations. The current and planned transit network coverage areas seem reasonable, but the future land use and demographic conditions grow into expanded coverage. Several additional areas with potential unmet needs were identified, with heavy trip exchanges in North Tempe/West Mesa and a growing trips market between Tempe/Mesa and Chandler/Gilbert.

Mr. Pearsall summarized the Study Recommendations, with a menu of concepts for modifications or additions to the transit system for: optimization of existing system, mid-term (within 10 years), long-term (beyond 10 years) and specific concepts that may be further developed and implemented

through programming processes (TLCP, SRTP) or area-specific implementation plans. Some of the key optimization concepts included: consolidate resources invested in Arizona Ave. and Main St. into one high frequency service; explore alternative service types to more efficiently serve lower-productivity route segments; obtain minimum 30 minute all-day service across the Southeast Valley and as possible, improve frequencies on high ridership routes.

He then completed his presentation by discussing key Mid-Term concepts (within 10 years), which would increase service frequency on productive routes, explore new service types as a way to more efficiently provide service in low-ridership areas. It would also use a lower cost way to expand service to new areas, expand service to the east and south as population, employment, and transit demand grow. The final phase, key Long-Term concepts (beyond 10 years), was to fill in the grid to maximize connectivity, expand service to the east and southeast as population, employment, and as transit demand grows, add new express and other commuter services to meet demand.

Chair Hyatt thanked Mr. Pearsall and asked if there were any questions or comments from the members regarding the agenda item. Mr. Crampton from Chandler and Mr. Maestas from Maricopa thanked the MAG and Valley Metro staff for the work they had done over the past 18 months. Ms. Sorrell of Mesa thanked the AECOM/URS staff for their terrific work in managing the study as well. Chair Hyatt asked if there were any further questions or comments on the agenda item.

Hearing no further comments, she called for a motion on acceptance of the Southeast Valley Transit System Study findings and conceptual recommendations. Jodi Sorrell of Mesa moved to approve the motion, Gregory Davies of Scottsdale seconded, and the motion passed unanimously. Chair Hyatt then proceeded to the next item on the agenda. Hearing no further questions, she proceeded to the next item on the agenda.

9. Request for Future Agenda Items

Chair Hyatt asked the members of the Committee if there were any issues that they would like added as future agenda items. Mr. Davies inquired if MAG and City of Phoenix could present an update on the National Transit Database (NTD) at a future meeting in the fall. Chair Hyatt and Mr. Pearsall agreed that they would schedule the item. Chair Hyatt thanked the members and hearing no further comments, she proceeded to the next item on the agenda.

10. Next Meeting Date

Chair Hyatt thanked those present and announced that the next meeting of the MAG Transit Committee would be held on Thursday, October 8, 2015, at 10:00 a.m. in the MAG Office, Saguario Room. There being no further business, Chair Hyatt adjourned the meeting at 11:38 a.m.